

No. 631,847.

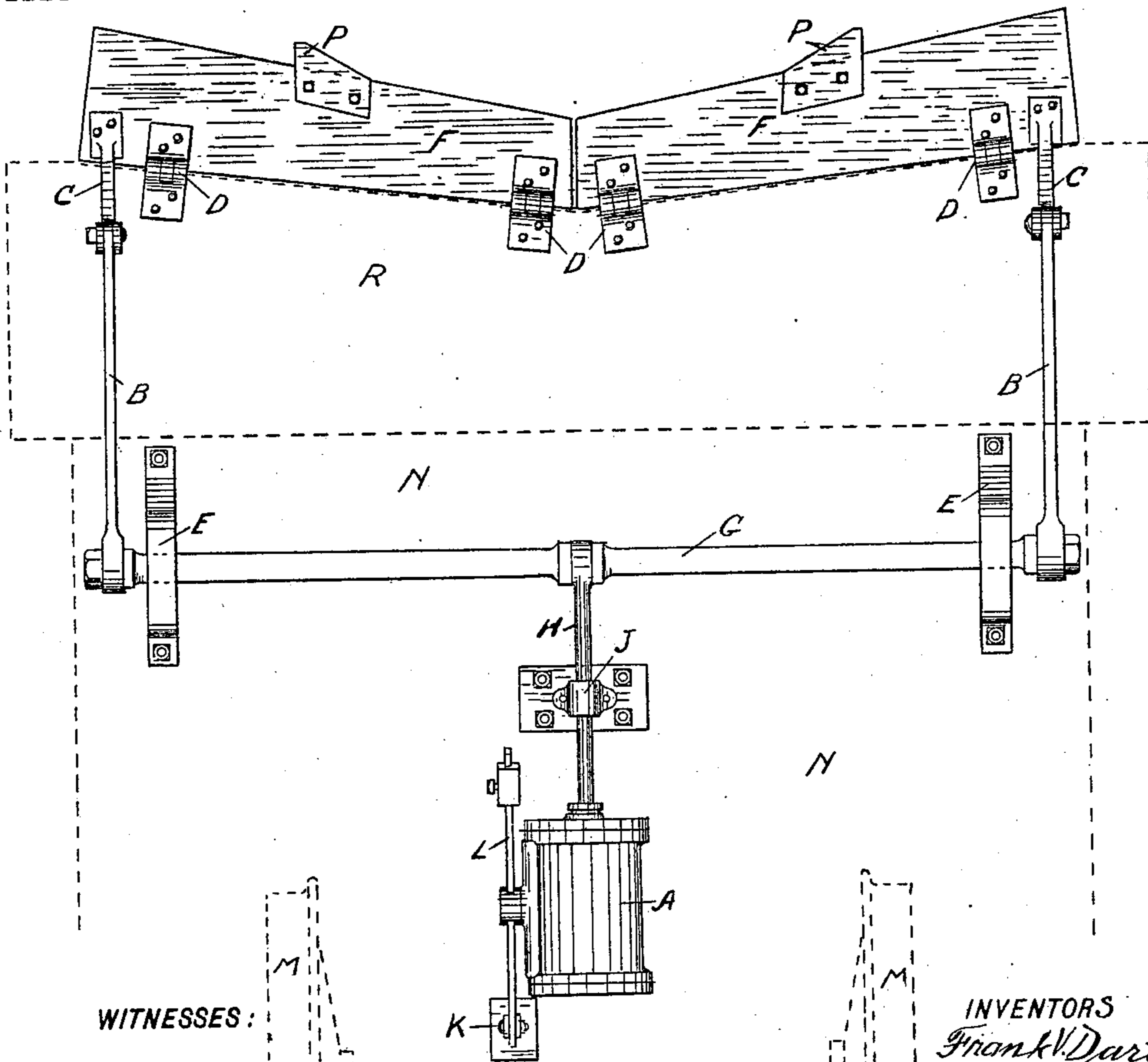
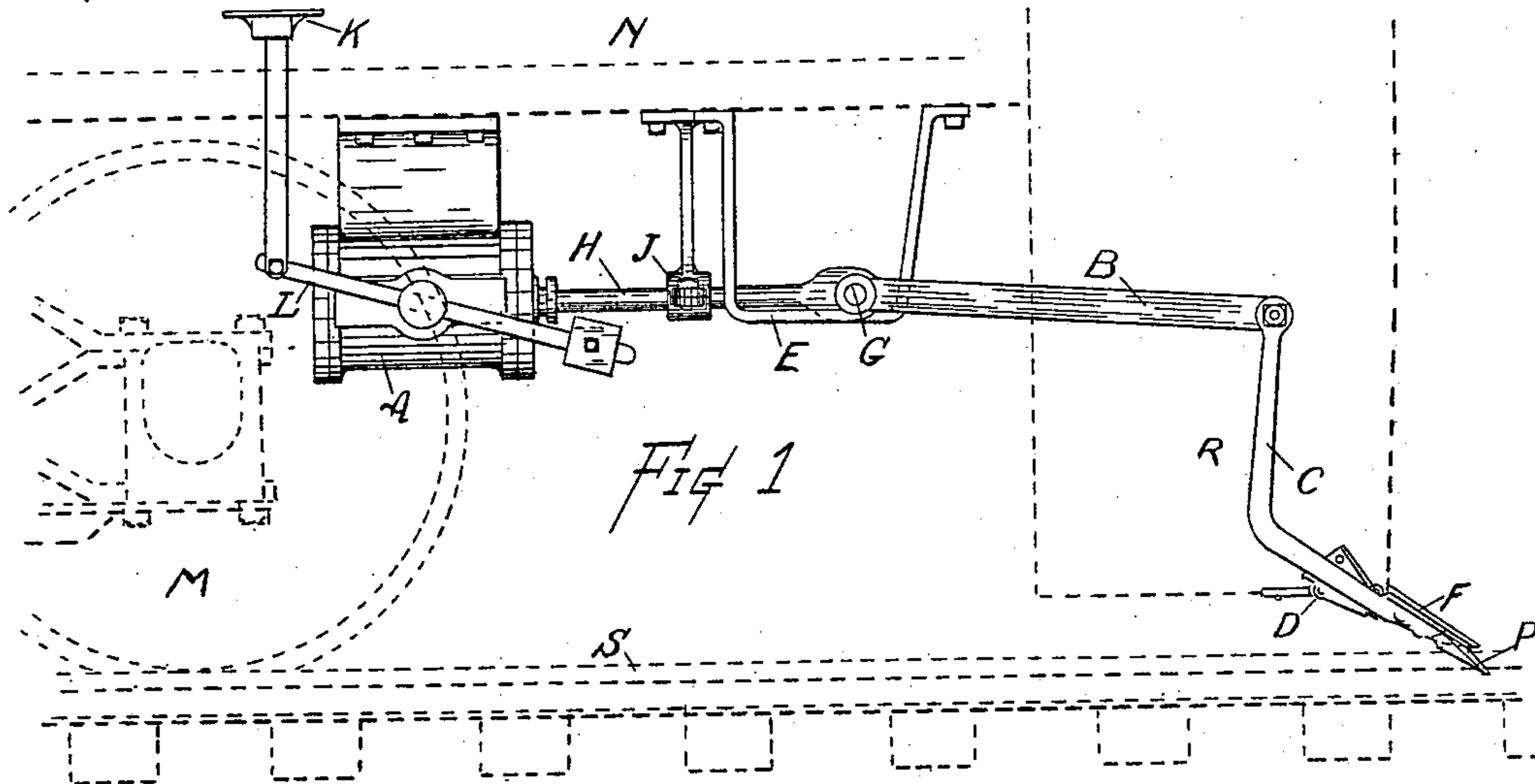
Patented Aug. 29, 1899.

F. V. DART & C. W. McMURRY.

RAILWAY TRACK CLEANER.

(Application filed June 14, 1899.)

(No Model.)



WITNESSES:

Paul Barnes
J. M. Harrison

INVENTORS

Frank V. Dart

Charles W. McMurry

BY Pierre Barnes.

ATTORNEY.

FIG 2

UNITED STATES PATENT OFFICE.

FRANK V. DART AND CHARLES W. McMURRY, OF SEATTLE, WASHINGTON.

RAILWAY-TRACK CLEANER.

SPECIFICATION forming part of Letters Patent No. 631,847, dated August 29, 1899.

Application filed June 14, 1899. Serial No. 720,594. (No model.)

To all whom it may concern:

Be it known that we, FRANK V. DART and CHARLES W. McMURRY, citizens of the United States, residing at Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Railway-Track Cleaners, of which the following is a specification, reference being had therein to the accompanying drawings.

Our invention relates to certain new and useful improvements in railway-track cleaners; and it consists of the novel construction and combination of parts hereinafter described, and pointed out in the claims.

The objects of our improvements are, first, to provide flangers or scoops working in combination with a rotary snow-plow to thoroughly clear the track of snow in advance of car, that the wheels of said car in passing over the rails will not compress the snow upon said rails so compactly as to make it extremely difficult to remove the same; second, to so arrange the flangers that the snow will be moved to the rotary plow or toward the middle of the track within the path or range of the rotary plow; third, by so attaching the flangers in such a manner to the casing of a rotary plow and connecting them by operating mechanism under the control of the operator in the car that they may be readily raised from the rails or lowered thereto, which improvements are fully set forth in this specification and accompanying drawings, in which—

Figure 1 is a side elevation, and Fig. 2 a plan view looking from below, both views showing our track-cleaners attached to a rotary-plow casing shown by broken lines and arrangement of mechanism for tilting the track-cleaners or flangers into or out of operation.

Similar letters refer to similar parts throughout both views.

In the drawings, F represents the flangers, pivotally connected to the front lower edge of the rotary casing R by the hinges D. C C are arms the lower ends of which are rigidly secured to the said flangers, while their upper ends are pivotally jointed to the links B B, connecting said arms through the cross-head G to the piston-rod H of the steam or air cylinder A, which is secured by bracket to bot-

tom of car-body N, as shown. We prefer to actuate the valve controlling the admission of the steam or air into said cylinder by means of a balanced lever L and tread K within the car, though a lever or other suitable means may be utilized. J is a guide for piston-rod, and E E supports for cross-head. Bolted to the said flangers F F for the purpose of clearing the snow from the inner sides of rails S for the passage of the rim-flanges of truck-wheels M are the flange-points P P.

The operation of the device is as follows: The flangers are tilted up when passing over crossings or obstructions on the track by the admission of air into one side the cylinder, which through the piston in said cylinder and connecting mechanism it is raised, and by admitting air to the opposite side of cylinder or by the weight of flangers they are lowered to their normal position.

An important feature of our invention is that it takes up but little space and is adapted to the forms of rotaries in general use.

From this brief description it will be seen that the operation and construction of our invention are extremely simple and perfectly adapted to accomplish the purpose for which intended, and it is apparent that changes in and modifications of the construction herein described may be made without departing from the spirit of our invention or sacrificing its advantages.

We are aware that flangers and flange-points have been used for clearing the snow from the rails. We do not claim all flangers for this purpose; but

What we do claim as new, and desire to secure by Letters Patent, is—

1. In a track-cleaner of the character described, the combination with a rotary snow-plow, of flangers hinged to the lower edge of the front of casing of said plow, flange-points secured to said flangers, arms one end of each being secured to the said flangers and the other ends pivotally connected to links, said links, cross-head, cylinder with suitable valve controlling communication between said cylinder and the pressure-supply, piston movable in said cylinder, operative connection between said piston and said cross-head, substantially as described.

2. In a track-cleaner of the character de-

scribed, the combination with a rotary snow-
plow, of flangers hinged to the lower edge of
the front of casing of said plow, arms one end
of each being secured to the said flangers and
5 the other ends pivotally connected to links,
said links, cross-head, cylinder with suitable
valve controlling communication between
said cylinder and the pressure-supply, piston
movable in said cylinder, operative connec-
10 tion between said piston and said cross-head,
substantially as described.

3. In a track-cleaner of the character de-
scribed, the combination with a rotary snow-
plow, of flangers hinged to the lower front

edge of casing of said plow, cylinder with suit- 15
able valve controlling communication be-
tween said cylinder and the pressure-supply,
piston movable in said cylinder, operative
connection between said piston and said
flangers for raising said flangers from the 20
rails, substantially as described.

In testimony whereof we affix our signatures
in presence of two witnesses.

FRANK V. DART.

CHARLES W. McMURRY.

Witnesses:

PAUL BARNES,

CHAS. F. MUNDAY.